

Editorial JOURNAL BOX

NO PRIZE FOR SPEED

Of the many model railways that I've seen, without doubt, the most common fault would be poor running. It frustrates and embarrasses the owner. It annoys the visitor. If operations are intended then they become hopeless.

And why?

If the answer is lack of skill, then obtainable skill can often be achieved by practice, perhaps not on the layout. Every member of the club is there to help you.

If the answer is because of speed, then there is little excuse. A timetable should not be applied to a hobby, but if it has to be, then it should be a realistic timetable.

Are you guilty?

If so, there is really only one answer - start again. A job done properly is the quickest job in the end, and certainly the most satisfying for all concerned.

ALLAN DOWEL.

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Cover Photo:

Wilson River at telegraph point.
Photo courtesy New South Wales
Railways.

The SECRETARY'S DESK

This Journal will be coming to you in a changed format. We hope that this will prove to be an improvement which all members will appreciate.

For our Association to continue to grow, it is necessary that all members continue to do their bit. One way is by contributing to Journal: we are still short of articles, fillers (items of interest, hints, etc.) and with the recent reduction in type size, we now need 12-1/2% more material each issue.

The size and scope of Journal is governed by resolutions passed by the Federal Committee, one of which states that there shall not be more than 25% advertising matter in each issue, i.e., a 28 page Journal shall have no more than 7 pages of advertising.

Sometimes to achieve this, we have to resort to reprinting articles from previous issues - this cannot go on for ever.

There has been some criticism of the lack of photographs in Journal - and here again the members can help. If you can supply pictures of interest to other members - or sketches or cartoons, then the Editor and the Publisher will be glad to receive them. Please don't send your only copy of a photograph though, as sometimes it is necessary to mask, cut or retouch a photo to make it fit in a certain space or to remove unwanted matter. Photos should be glossy, high contrast, black and white prints or enlargements.

We have volunteer members who will redraw sketches if necessary to make them suitable for reproduction.

Another way members can help is by supporting the various Committees, including their Branch Committees. Here again we have volunteers who also get tired of doing the same apparently

thankless tasks year to year. Have you as a member thought how you could help? I am sure the various Secretaries would be glad of any offers of assistance to help in some way. As a matter of interest, I received nine nominations for Federal Committee: the mail, four of them for the same person!! Federal Committee then decided to keep nominations open up to the Annual Meeting which was held in Sydney on 6th October. The next Journal will give the names of those members elected to serve on the Federal Committee for the ensuing twelve months.

The Federal Committee was encouraged by the response of members to the Articles of Association amendment ballot by the 30% return of ballot papers. The amendment was carried 88 votes to 13.

Believe it or not, we have nearly finished the reprint of Beginner Guide and Standards. This task proved more formidable than first thought, especially as our volunteers could only give one night a week to this project, and sometimes a couple of weeks went by with no work at all being done.

Over the past ten months since I became Secretary, things seem to have progressed pretty smoothly, although time has passed away so quickly that I always seem to be behind with something. Just as I think I have caught up, along comes more mail with more things to do. The smoothness came from all the help I received from the various members of Federal Committee: the getting behind was my own fault for not getting as many things done as I anticipated and for putting some off "until tomorrow", for which I apologise.

REX LITTLE

Switches for the M.M.R.S. Point Motors

BY A. DOWEL

In the July/August Journal, I promised details of switches to operate the point motors which I described in that issue. If you saved money by adopting the point motors, you will certainly save a lot more by making these switches.

I will describe two switches, one for remote operation of the point motor from a diagrammatic panel and the other in the form of a trackside lever. Both of these are made mostly from 1/4" x 20g. brass strip, which I use quite a lot. It can be used for lever arms, brackets, frames, etc.

THE DIAGRAM SWITCH.

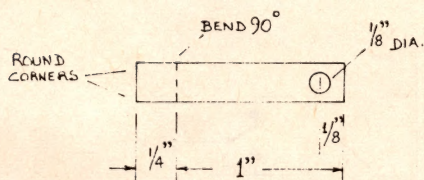
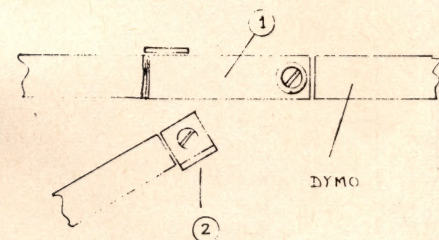
Figure 1. shows the component parts of this simple switch.

Materials -

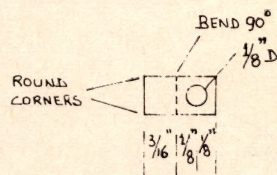
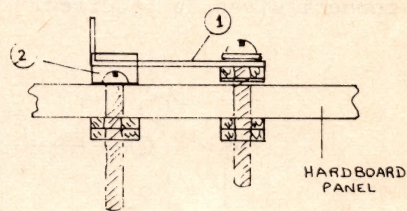
1/4" x 20g. brass strip -	2-1/8"
3/4" x 1/8" R.Hd. brass screws -	3
1/8" spring washer -	1
1/8" brass washers -	3
1/8" brass nuts -	7

As you will almost certainly make more than one of these at a time, the best way is to mark the three main parts out on a long strip of the 1/4" brass, and to drill it before cutting. Here's how I build these by the dozen.

1. Mark out about twelve of each part on a strip of the brass (25-1/2").
2. Centre punch for the holes.
3. Drill the holes.
4. Cut into pieces.



① SWITCH ARM



② SWITCH STOP

FIG. 1 DIAGRAM SWITCHES

5. Bend each piece at 90° .
6. Holding the long face of each piece in a pair of heavy pliers, slightly round the two corners of the short face. The operator's fingers will appreciate this.
7. Drill three $1/8"$ holes in the track diagram, each branch $3/4"$ centre to centre.
8. On one of the $3/4"$ screws, fit the spring washer, followed by a brass washer, the switch arm and a $1/8"$ nut.
9. Fit the two switch stops into their panel holes with the other two screws and add a nut to each, finger tight only at this stage.
10. Insert the switch arm assembly in its hole, and tighten firmly with a nut.
11. Moving the arm to its two extremes against the stops to correctly position the stops, tighten the two nuts holding the stops.
12. The remaining three nuts are used to connect wires as required.

Smooth operation will be achieved by aligning the slots in the heads of the "stop" screws with each other, filing off any burr due to tightening.

Figure 2. shows two wiring schemes, one for the M.M.R.S. point motor and the other for the H. and M. type motor (which applies to any of the other commercial types with contacts).

One tip from experience - you can shorten the switch arm to $3/4"$ and hole centres to $1/2"$ but make sure that the angle between the diverging "tracks" on the panel is at least 45 degrees, or the nuts will be too close.

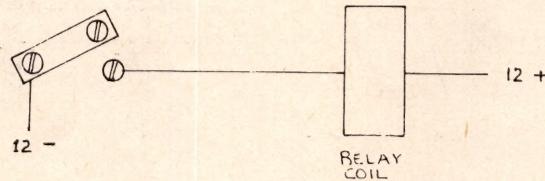
A double slip requires two switch arms mounted pivot to pivot.

A crossover requires only one switch, operating two point motors.

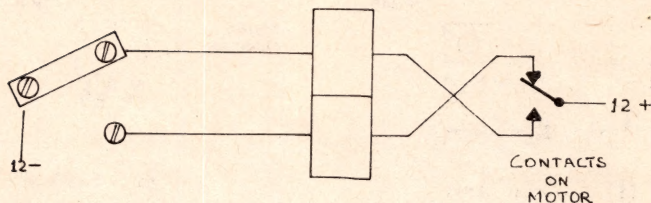
In the M.M.R.S. point motor circuit only one "stop" screw is wired, the other is dead.

LEVER TYPE

The lever switch is used for the locations where points are to be operated by a trackside lever. It can



M.M.R.S. TYPE



DOUBLE COIL TYPES

FIG. 2. WIRING DIAGRAMS

nted either at a right angle to or parallel to the track. To the layman, it appears to operate the points mechanically, but in fact it is a switch, rating any type of point motor electrically, with the advantages of not having troublesome linkages and limited mounting positions.

These switches, which are in use on the Melbourne Model Railway Society layout, have given unfailing service with the exception of one screw which isn't tightened enough by somebody (guess who!). On test, they have given 100 operations with no sign of fatigue failure.

Refer to Figures 3. and 4.

Materials -

1/4" x 20g. brass strip	10"
Hardboard 2-1/2" x 3/4" x 3/16"	1
1/2" x 1/8" R.Hd. brass screws	5
1/2" x No. 5 R.Hd. wood screws	4
1/8" brass nuts	10
Shim brass or nickel silver	
1/4" x 3/4"	2

As for the diagram type switch, mass production is made easy by making long strips of parts, both of hardboard and brass.

Cut hardboard into long 3/4" strips.

Mark out, centre pop and drill the hardboard.

Cut into 2-1/2" lengths.

Break out the centre holes into a slot.

Mark out, centre pop and drill the 1/4" brass strip parts.

Cut and bend these parts.

Pass a 1/2" screw through the lever, fit a 1/8" nut and tighten it until it just touches the lever. (This is its pivot.)

Pass the screw through the hole in the long side of the lever bracket, and fix it with a second nut.

9. Mount the lever bracket on to the hardboard with another nut and screw. The end of the lever should now just project through the slot.
10. Mount the two shim contacts using two screws and nuts as shown. Make sure that the shim is slightly tensioned against the hardboard and the 45 degree end is facing away from the hardboard.
11. Mount the two support brackets on to the hardboard, with the remaining two screws and two nuts.

The remaining three nuts are for connecting wires to the pivot bracket and to the contacts, all easily accessible on the bottom of the hardboard.

12. Sweat solder the two long gate plates on top of the two small pieces, with the two holes at opposite ends. (I use a simple jig of nails into wood for this job.)
13. Drill out the holes, using the existing holes as a guide.
14. Paint the gate and lever "handle" black. Paint the "shaft" of the lever white.

The whole is then mounted on the baseboard by first drilling a slot in the baseboard with a 3/16" drill, fitting the switch to the underside and the gate to topside, using the four woodscrews.

Note that one dimension of the mounting brackets varies according to the thickness of the baseboard (Part 5).

Wiring is similar to that for the diagram type switch. In this case, only one contact need be fitted to the switch for single coil point motors.

One tip on tools - a 1/8" Whitworth "Spintite" is an essential tool for both assembly and wiring connections. Cheap socket sets (made in Japan) can now be purchased, some even with flexible shafts.

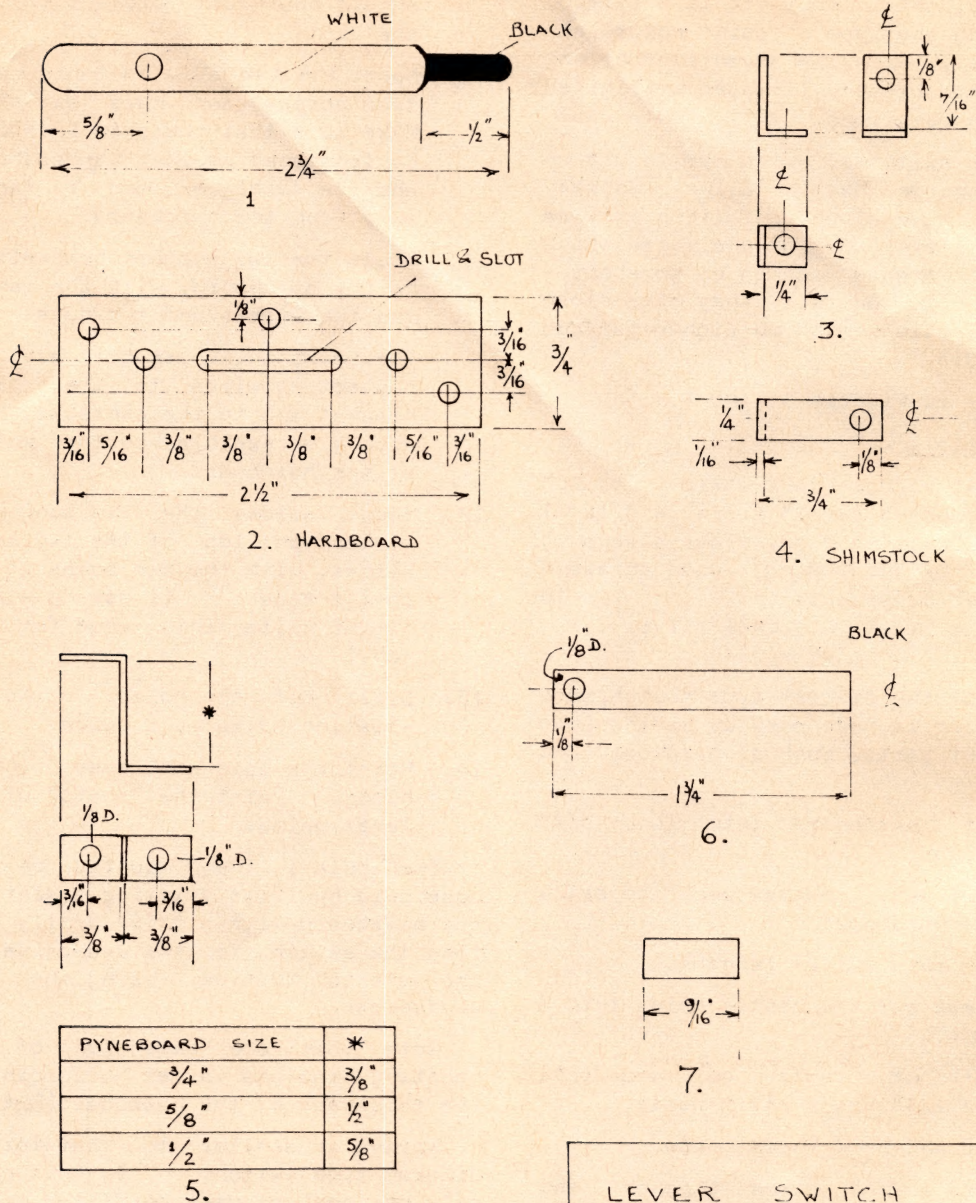


FIG. 3.

LEVER SWITCH

(PARTS)

M.M.R.S.

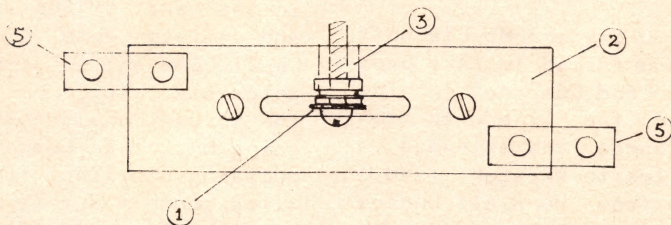
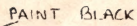
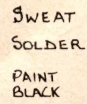


FIG. 4

LEVER SWITCH

(ASSEMBLY)

M. M. R. S.

The Emu Bay Railway Company Limited

by E. Frost.

The West coast of Tasmania in the last quarter of the 19th century was found to be rich in minerals and a very extensive mining industry was established in this area, despite the enormous difficulties encountered in moving supplies into and ore out of the area. The mountains were too rugged for land transport and long periods of heavy storms coupled with few safe anchorages made sea transport difficult and dangerous. This all made man think of railway construction in this "Golden Age" of railway building, and over the years from 1878 to 1910, quite a few railway companies bloomed (and many died) in the race to tame this rugged area.

On 1st February, 1878, the Van Diemen's Land Company opened a 3-foot gauge wooden rail, horse-drawn line to serve the settlement at Waratah, near Mt. Bischoff. This was the third railway established in Tasmania and leaving Emu Bay (now Burnie) proceeded 38 miles through Ridgley and Hampshire to Guildford and then westward to Rouse's Camp, 44 miles from the starting point.

In 1884, the Emu Bay and Mt. Bischoff Railway Company was formed to take over the Van Diemen's Land Company. The new owners relaid the line with iron rails at 3'6" gauge and extended a further three miles to Waratah, and a steam locomotive from Hunslett Engine Company of Leeds was purchased to work the line. Over the next fourteen years, a second "Hunslett" was purchased as well as a locomotive from Messrs Neilson and Company of Glasgow.

Thus was set the nucleus of the system operated by the Emu Bay Railway Company, which was formed in 1897 by Messrs J. S. Reid (of Silverton Tramway fame), John Grice, William Jamieson and Bowes Kelly (one of the

real personalities of the times in Tasmania) to take over the Emu Bay and Mt. Bischoff Railway Company and extend its activities deeper into the mountains of Western Tasmania. The formation of the Emu Bay Railway Company Limited was accomplished by a very shady prospectus being issued in a manner which would have done justice to any of the contemporary railroad barons in America. An offer of 150,000 shares of £1. each was accompanied by a prospectus showing a map of Tasmania with the proposed line marked on it, and no other lines at all. It inferred that this line would be a monopoly into the area and would link Burnie with Queenstown. As a result, £400,000. was offered by investors. In fact, three other railways were already in existence - the Mt. Lyell, the Zeehan-Dundas and the Zeehan-Williamsford lines. The prospectus was issued in two printings - one without the map for Tasmania, and one with the misleading map for elsewhere. In addition to this, the terminus was to be Zeehan on the edge of the Mt. Lyell field and not Queenstown in the heart of the area. Both Kell and Jamieson were directors of the Mt. Lyell Line and so were accused of dual interests, etc., but nothing came of the accusations. While all this was going on, the Company was steadily building its line from Guildford, 3 miles south of Burnie and 10 miles east of Waratah towards Zeehan, where the first train arrived on 21st December 1900, at the Company's Rayna Junction. Here the line was met by the Zeehan Dundas Tramway. The E.B.R.C. Ltd. having arranged for running rights over the tramway into Zeehan, the rail line with Burnie was complete.

The construction of the 50-mile line from Guildford to Zeehan was quite a difficult job, due to the rugged

train. The construction of three steel lattice bridges over the Pieman, Pitt and Ring Rivers was required, as well as a 440 yard long tunnel through solid rock. The construction of the Tullah Tunnel as it is known required nineteen months' work and was carried out by a specially formed company (owned by E.B.R.C. Ltd.) in case mineable ore was found during construction. Apart from the three steel lattice bridges mentioned, a further thirteen bridges were required. There is in all 1401 feet of bridgeworks on the line. The total cost of construction was £371,000. and it required three years to complete. A labour force of 100 men and 70 horses was employed on the construction.

In 1899, the Company purchased the 5-mile Zeehan-Dundas Line from the Zeehan-Dundas Tramway Company and it was operated by the Emu Bay Railway Company until 5th July, 1932 when, following the closure of the mines in the area, it was dismantled.

The Company's line at one time was 8 miles in length. They ran a branch line to Waratah from Guildford (10 miles) and owned the 7½-mile Zeehan-Dundas line. The Company's trains did not run on this branch as it was serviced by the Tasmanian Government Railways using equipment from its Zeehan-Trahan section. Access for rolling stock, locos, etc., from the rest of the Tasmanian Government system when required was over the Company's line from Burnie. This arrangement was retained from the takeover until the line closed in the 1930s.

The Waratah-Guildford branch was closed in April, 1939, and the Rosebery-Zeehan passenger service discontinued on 20th February, 1960. The last train out of Zeehan was on 14th August, 1965 and the Company now operates only the Burnie-Rosebery line. The Company's line was also serviced by the 2-foot gauge Tullah Tramway the Home Irons of the famous "Wee Georgie Wood" and "Mary Wood", a six-

mile line from Farrell Siding to the mining township of Tullah on the wild West Coast. This line was closed in 1962 ("Wee Georgie Wood" is now in the Menzies Creek narrow gauge museum of the Puffing Billy Preservation Society).

The Company maintains extensive yards in Burnie, situated on the waterfront and about half a mile in length. The Bass Highway crosses the line at the south eastern corner of the yard and about 300 yards south of this crossing, the workshops and locomotive sheds are situated. On the western side of the yard stands the single raised platform and brick station building. The Tasmanian Government Railways was granted access to the yards and station on 15th April, 1901 when its Ulverstone-Burnie line was opened and it has used these facilities ever since.

Leaving Burnie Station, the train runs through the yards and across the Highway to South Burnie Junction, where the Government rails leave the Company's line. A locomotive turning triangle is set on the Up side here. The line veers right up a 1 in 37 grade behind the Burnie Paper Mills to Ridgley - eleven miles out and the first staff station (unmanned now). Nine miles further on is another unmanned staff station (Hampshire) and a further 21 miles brings the line to Guildford Junction, where the old line to Waratah branched off. The station is set in the south of a triangle which originally was to allow trains to proceed straight through to Waratah from either direction: it is now retained for turning locomotives. Guildford is the first raised platform station out of Burnie and is on the Down side of the line with a brick station building. Guildford is 2023 feet above sea-level and the highest station in Tasmania. The highest point on the line is 2196 feet above sea-level and is 43 miles 59 chains out of Burnie and is passed before Boko where an unmanned passing siding is situated at the 58-mile peg. Farrell Siding where

the Tullah Tramway met the line is 64 miles from Burnie and has a raised platform and wooden buildings. A one-mile long 1 in 40 grade (Farrell Bank) rises to the Pieman River bridge, which is of steel girders on concrete piers (see photograph) in two spans of 25 ft. 6 ins. and a main span of 149 feet - total 200 feet.

Five curving miles further on is Primrose where another turning triangle is to be found. One mile further on, after passing under the only overpass, the line enters Rosebery Station which has a single raised platform on the southern end of the yard, a goods shed and storage tracks. The Montague Medical Union has a rail ambulance stationed at Rosebery, which is now the terminus of the line.

Beyond Rosebery are rising grades for eight miles to Renison Bell where a flyover carrying the 2-foot gauge Boulder Steam Tramway was passed under through a cutting. Beyond Renison Bell Station are to be found two large bridges - the Stitt Bridge of 159 feet in length (steel trestle and girder construction with two spans of 22 ft. 6 ins., two spans of 24 ft. 6 ins. and one span of 60 feet), and the 287 feet long Ring Bridge (nine steel trestle spans of 30 feet each).

About three miles past Renison Bell is the Argent Tunnel of 440 yards in length - the only tunnel on any railway line in N. W. Tasmania and a remarkable feat considering the nature of the terrain.

Six and a half miles beyond Argent Tunnel is Zeehan, which in its day had a population of around 10,000 people. The North-East Dundas Tramway also terminated in the Zeehan yards. This was a 2-foot gauge line running to Dundas Mine, about six or seven miles long and was the home of the first Beyer-Garratt locomotive in the world.

With the advent of the "Princess of Tasmania" and later vessels of this type, mainlanders coming to Tasmania

for touring holidays found they could not drive around the "Apple Isle" because of lack of roads in the North west. The Company commenced its "West Coaster" at the beginning of 1961 and carried passengers in turn-of-century vintage coaches, with flat cars to carry their motor cars, from Burnie to Rosebery. Pioneer Tours used this service also. Motive power was provided by two Dubs built locomotive (4-4-0's), painted royal and light blue and named "Heemskirk" and "Murchison" after two of the local mountains. These were oil-fired conversions of 1897 vintage. With the opening of the Murchison Highway, the "West Coaster" was withdrawn from service on 4th January, 1964. The Murchison is now the star exhibit at the West Coast Pioneers' Memorial Museum at Zeehan. "Heemskirk" is stored at Burnie (30/8/1967).

The Emu Bay Railway has run no less than ten different types of locomotive in the 28 locomotives it has owned at one time or another. These include Garratts, Australian standard Garratt (the last ones operating in Australia) the first main-line diesel in Australia (entered service on 16th November, 1953 - No. 21 on the attached roster. The photo of the Pieman River Bridge shows this locomotive and was taken in 1961).

All the company's rolling stock and locomotives are maintained in the very well equipped workshops at Burnie which also undertake structural steel works. No small amount of Burnie's prosperity is owed to the Company as it employs some 700 men in its operations.

The line is 3 ft. 6 ins. gauge on 63 lb. rail and is signalled by manually operated pole and arm type signals. Safe working is controlled by the staff and ticket system.

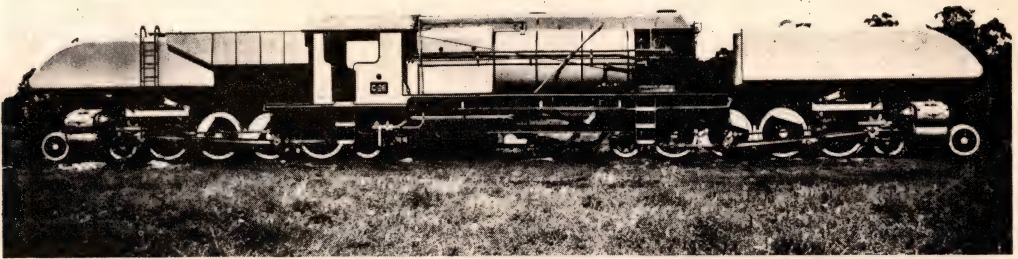
The Company's revenue is primarily obtained by the carriage of ores from Rosebery to the Electrolytic Zinc Works at Burnie and while this traffic continues, the Company's future is secure.

Should this freight cease however, there is some doubt if the line would remain open, which would be a pity, as the Company has been a great benefit to the Tasmanian economy.

My thanks are due to the Company's Manager, Mr. B. P. Fagan, for his help in answering a series of letters on points contained in this article and for supplying the photo of the Pieman River Bridge



500 h.p. diesel hydraulic locomotive hauling concentrates from E.Z. to A'Sia Ltd. mines at Rosebery over Pieman River bridge.



CLASS "ASG"

Boiler pressure	200 lb. per sq. in.	Wheel arrangement	4-8-2 + 2-8-4.
Grate area	35 sq. ft.	Tractive effort	34,520 lb.
Total heating surface		Length over buffers	85 ft. 10 ins.
(Evaporative)	1,698 sq. ft.	Tender: Coal	120 cwt.
Cylinders (4)	14½ in. dia. x 24 in.	Water	4,200 gallons.
Coupled wheel dia.	4 ft.	Number in service	Nil.
Total Weight in Working Order	115.9 tons.		

Class "ASG" 4-8-2+2-8-4 (Garratt type). These heavy goods engines were the most powerful in the service. They were designed as a war-time measure for the Commonwealth Land Transport Board and built at various Railway Workshops in Australia, including Midland. They hauled 730 tons over a 1 in 80 grade.

THE EMU BAY RAILWAY C

Class	E.B.R. No.	Builders and Where Built	Builder's No.	Whe Arrang
<u>STEAM.</u> Coal-fired except where marked * to signify oil-fired.				
Tender (Goods)	1.	Hunslett Eng.Co., Leeds	305	
" "	2.	" " " "	306	
Tank	3.	J. Neilson & Co., Glasgow	3765	
Y	4.	J. Martin & Co., Gawler S.A.	168	
Y	5.	" " " "	169	
*	6.	Dubs & Co., Glasgow	3854	
Tender	7.	" "	3855	
*	8.	" "	3856	
Y	9.	J. Martin & Co., Gawler S.A.	186	
Tender	" (First) 10.	Beyer Peacock, Manchester	5158	
"	" (Second) 10.	Avonside Eng.Co., Bristol	1392	
	11.	Nth.British Loco Co.,Glasgow	19576	
Garratt	" 12.	Beyer Peacock,Manchester	6580	4-8-2
"	" 13.	" " "	6581	"
"	" 14.	" " "	6582	"
Tender	" 15.	Avonside Eng.Co., Bristol	1394	
Aus.St.Garratt (Gds)	16.	Sth.Aust.Rlys., Islington,S.A.	-	4-8-2
"	" 17.	Granville, N.S.W.	473	4-8-2
"	" 18.	Sth.Aust.Rlys., Islington,S.A.	-	"
(Goods)	19.	J. Martin and Co., Gawler S.A.	117	
Aus.Std.G. "	20.	Clyde Eng. Co.,Granville	-	4-8-2
" "	20A.	Sth.Aust.Rlys., Islington,S.A.	-	"
<u>DIESEL HYDRAULIC.</u>				
Diesel Hydraulic	21	Nth.British, Glasgow	27084	
(Diesel Mechan.)	22	Drewry	-	
Diesel Hydraulic	1001	Walkers Ltd.,Maryborough Qld.		
"	1002	" " "		
"	1003	" " "		
"	1004	Tas.Govt. Railways, Launceston		

LOCOMOTIVES

Weight Tons	Grate Area Sq.Ft.	Year Built	Remarks
30.5	8.75	1883	Scrapped 1919.
"	"	1883	Scrapped 1905.
-	9.5	1888	Scrapped 1940.
41.68	13.67	1897	Scrapped 1962.
"	"	1897	Scrapped 1962.
71.85	16.0	1897	Now at Zeehan Museum.
"	"	1897	Scrapped 1962.
"	"	1897	
41.68	13.67	1906	Scrapped 1963.
-	-	1908	Sold Public Wks 1920.
rox. 56.38	-	1899	Ex Nth.Mt.Lyell 1928, sold Fairymead Sugar Co., Bundaberg, 1950.
71.85	16.0	1911	Scrapped 1962.
132.65	43.6	1929	Scrapped 1964.
"	"	1929	Scrapped 1961.
"	"	1929	Scrapped 1962.
56.38	-	1899	Scrapped 1956.
119	35	1944	Scrapped 1964.
"	"	1943	Scrapped 1966.
"	"	1944	Purchased 1953, Scrapped 1964.
43	Approx. 13.67	1892	Rebuilt 1919.
119	35	-	Scrapped 1963.
"	"	1948	Scrapped 1962 Scrapped 1964.
42		1953	
25.4			
50		1963	
"		1963	
"		1963	
"		1966	

THE EMU BAY RAILWAY COMPANY LIMITED

Working Time-table (Sunday excepted) to operate from Monday, 17th July, 19

UP

Mlge.		No. 2 Pass. Mon to Sat. Incl.	No. 4 Goods Mon to Fri. Incl.	No. 6 Ore Mon to Sat. Incl.	No. 8 Ore Condit- ional	No. 10 Ore Condit- ional	
		P.M.	P.M.	P.M.	P.M.	P.M.	
-	Rosebery D	12.00	12.05				
1	Primrose A		12.10				
	D		12.20	12.35	2.55	10.50	
7	Farrell A	X 7	X 7	X 7			
	D	12.30	12.55	1.10	3.25	11.20	
13	Boko A		1.30				
	D		1.35	1.50	3.50	11.50	
						A.M.	
33	Guildford A	2.07	3.00 Passed by No. 6	3.15 Passed by No. 4	5.35		
	(R.) D	2.17	3.35	3.20	5.50	1.25	
51	Hampshire A				X 9		
	D	3.01	4.35	4.20	7.30	2.25	
71	Burnie A	3.54	5.45	5.25	8.40	3.30	

(R.) = Refreshments.

Road Service to and from Waratah connects at Guildford with passenger in morning only.

Passenger train connects with Road Service at Rosebery for Renison Zeehan and Queenstown.

THE EMU BAY RAILWAY COMPANY LIMITED

ing Timetable (Sunday excepted) to operate from Monday, 17th July, 1961.

DOWN

		No. 1 Pass. Mon to Sat. Incl.	No. 3 Goods Mon to Fri. Incl.	No. 5 Ore Mon to Sat. Incl.	No. 7 Ore Condit- ional	No. 9 Ore Condit- ional	No. 11 Ore Condit- ional
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
arnie	D	8.00	5.30	6.15	7.30	6.15	
dgley	D	8.32	6.27				
mpshire	A	8.58			8.50	X 8	
					Passed by No. 1		
	D	9.00	7.05	7.35	9.15	7.25	
ildford	A	9.45	8.05	8.40	10.15		
(R)	D	9.55	8.20	8.50	10.25	8.25	4.00
ko	D	10.48	9.35	10.05	11.40	9.30	5.05
					P.M.		
arrell	A		9.55		12.00		
					X 4, 2, 6		
	D	11.08	10.00	10.30	1.15	9.50	5.25
imrose	A		10.25	10.55	1.40	10.10	5.45
	D	11.25	10.30				
osebery	A	11.30	10.35				

(R.) = Refreshments.

Road Service to and from Waratah connects at Guildford with passenger train in morning only.

Passenger train connects with Road Service at Rosebery for Renison Bell, Zeehan and Queenstown.

THE EMU BAY RAILWAY COMPANY LIMITEDWorking Timetable from 1st August, 1966.DOWN

Mlge.		No. 1 Ore Mon.to Fri. Conditional	No. 3 Mixed Mon.to Sat. Inclusive	No. 5 Mixed Mon. to Inclusiv
-	Burnie D	5.15 a.m.	6.00 a.m.	6.15 p
11	Ridgley D		6.40	
20	Hampshire D	6.37	7.15	7.30
38	Guildford D	7.35	8.15	8.25
58	Boko D	8.35	9.15	9.30
70	Primrose A	9.10	9.50	10.10
	Primrose D		10.00	10.15
71	Rosebery A		10.05	10.20

UP

		No. 2 Ore Conditional	No. 4 Mixed Mon.to Sat. Inclusive	No. 6 Mixed Mon.to Fr Inclusiv
-	Rosebery D		10.25 a.m.	10.30 p.
1	Primrose A	X No. 3	10.30	10.35
	Primrose D	9.55 a.m.	10.40	11.00
13	Boko D	11.00	11.45	12.05 a.
33	Guildford D	12.30 p.m.	1.15 p.m.	1.35
51	Hampshire D	1.30	2.15	2.30
71	Burnie A	2.35	3.20	3.35

ROSEBERY - ZEEHAN SECTIONDOWN

No. 4 Goods Mon to Fri. Incl.			No. 3 Goods Mon to Fri. Incl.		
Zeehan	D	8.00 a.m.	-	Rosebery	D 11.00 a.m.
Renison Bell	D	8.30 a.m.	8	Renison Bell	D 11.30 a.m.
Rosebery	A	9.30 a.m.	17	Zeehan	A 12.30 p.m.



EMU BAY RAILWAY COMPANY'S LINE

**"32" class steam yard
pilot, 48 class P-E pass.
train at Central Station,
Sydney.**

Photo by E. Frost.



**Original 3803 at Mos
Vale 17-1-1968.**

Photo by E. Frost

**ARE suburban tour,
2-3-1968.**

Photo by E. Frost.





**2029 at Picton on its
last run, 24-3-1968.
Hayden Holmes.**

**38 at Thirlmere, 10-
58 (note power re-
versing gear).
Hayden Holmes.**



**3638 at Thirlmere, 10-
3-1968 (note power re-
versing gear).
Hayden Holmes.**

HELP WANTED!

The following is the text of a letter received by the Federal Secretary from Mr. Guy R. Williams, 1A Earl Road, East Sheen, London, S.W.14, U.K. Would any member who can assist by passing on information please reply direct to Mr. Williams.

EDITOR.

"I will be very grateful if you will help me. I have been invited to prepare (with expert advice and assistance from all parts of the world) a lavish and authoritative book to be called THE WORLD OF MODEL RAILWAYS. It is to contain 50,000 words of text, 30 pages of colour photographs and 200 black and white illustrations, most of them photographs. As no book so widely ranging has ever been published before in the Model Railway field, and as the book is to be available in most countries, it is essential that every country shall have the fullest chance to be adequately represented - by information about the activities of any particularly outstanding modellers, or by photographs of the greatest models to be seen in museums or private collections, or of the most outstanding layouts, or by examples of the finest commercially-produced models - or in any other way. The Model Railway Club and many affiliated societies in Britain and the N.M.R. Association in U.S.A. are co-operating fully to make the work truly representative; great firms like Marklin, Rivarossi and Lima have

promised their support and the help of their technical staffs - and now I am widening my field of enquiry to countries geographically a little further away from London, where I live and work!

From Cyril Freezer's magazines, it would appear that you, Sir, are a key figure in the world of model railways in Australia. As such, you will be too busy to give me any advice or help, but I hope that this will prove to be the case. Any notes scribbled however hastily and roughly on the model railway scene in Australia will be warmly welcomed, and I will be sincerely grateful to you for them. I am particularly anxious to find the names, etc., of the principal Australian model-railroaders' clubs, societies, journals or magazines and the finest layouts and models in Australia, so that the publishers can obtain adequate photographs of them. It would be enormously helpful to me, too, to know whether there are any great model-railway manufacturing firms in Australia (like Marklin in Germany and Lima in Italy, who have both promised to provide full technical assistance and support).

I realise that I am asking a lot, but I am hoping that you, or some other member of your society will appreciate the world-wide scale of my present enterprise - and I will, of course, acknowledge any help given as fully as I possibly can in the book."

ADVISORY PANEL - QUESTIONS AND ANSWERS

What is the prototype measurement of a sleeper or tie and what is the correct spacing?

The measurements of standard track sleepers are 8 feet long, 9 inches wide and 4-1/2" thick and the approximate spacing is at 2-foot centres. In HO, you would therefore require about three sleepers per inch.

What does the white plate on the back of a vehicle in a train indicate?

It indicates that it is the last vehicle in that particular train and in N.S.W., a triangular white disc indicates that it is being used on double track while a round white disc indicates single track.

Branch Reports

Since our last Branch Report, we successfully staged the display, the English Speaking Union Charity at 146 Lower Toorak Road, South a, and after the show was over, we gratified that we had not staged effort in vain, as a very hand-nett result for them was achieved.

The display consisted of our own club cut, a layout by John Sneddon, an information centre, trade displays (including), the V.R. Exhibit consisting of two diesels and two cut-away cars, kindly loaned by the V.R., various posters, etc.

We set up for the display on Friday night, 13th September. What a day to but everything went swimmingly, after a fine effort by a goodly crowd of members, all retired home at midnight very happy.

Cheers! All layouts performed well, no breakdowns. Many locos and make-up trains ran, sometimes a U.P. "Big Boy" hauling a train made up of Santa Fe reefers, E.R. and I. gondos, New Zealand Reefers and Burlington boxcars. The kids loved it, especially when the cheeky Dockside chased "Big Boy" and caught up behind.

On the Club layout, the trains ran well, express passenger, fast goods, together with the shuttle service rail or followed by frequent track inspections by the inspection car.

Our information bureau worked wonders and all queries were directed to

Channels 9 and 7 movie boys were there and a short film was shown on the day night on "Peter's Junior News".

Well, after two days, it was packed on Sunday night and all home to bed about 9 o'clock.

Our thanks to the Committee of the U.S. for their co-operation in making our effort easier.

Well, we are looking forward to our future exhibitions, the first to be at Manningham State School, with great enthusiasm.

JOHN SNEDDON.

News From Other Clubs

THE W.A.M.R.C.

The West Australian Model Railway Club was founded in 1956, the "OO" layout then being in a private home. In later years, the Club transferred its activities to the Karrakatta Railway Station buildings.

The Club has progressed from the original Triang "OO" and T.F.3 British layouts to a fine scale American layout.

The Club meets as usual on Tuesday and Thursday nights, the average weekly turn-up being about ten members, many of these attending the Club both nights of the week.

The total membership is now eighteen, this figure being close to the maximum number of members desired.

Membership is open to anyone twenty years of age or over, who operates fine scale equipment and who is well versed in some aspect of model railways.

Any enquires for membership or visits should be directed to the Honorary Secretary, Mr. K. Eckersley, 23 Terence Street, Gosnells, 6110. Phone 96-2536.

SECRETARY: E. W. O'HALLORAN, 3 Jersey Street, Deakin, A.C.T. 2600. Phone 81-1774.

The Canberra Model Railway Club was formed in 1960 with the object of providing the railway modellers of the Australian Capital Territory with a means by which they could associate with others of similar interests for their mutual benefit and enjoyment.

Membership, which is open to all modellers over the age of 16 years, stands at present at 24, and while we have several vacancies for any experts who would be willing to share their knowledge with us, we also have many vacancies for ordinary modellers, regardless of whether they have a private layout or not.

The interests of our members range through British, European, American and Australian models, and there are a couple who either have, or are planning, a 9mm narrow gauge line on their existing layouts.

In addition to the members' own layouts, the Club has its own layout under construction, and work on this has advanced to a stage where limited running of trains is possible, although much work is still in front of us. Work nights are arranged at regular intervals.

Visitors are always welcome. If you are planning a visit to the National Capital and would like to talk trains, a call to our Secretary at 81-1774 or at 61-2634 between 9 and 4.45 is all that is necessary. He will do the rest.

The 1968 Annual General Meeting was held on our usual meeting night, the first Wednesday of the month, at the home of Dick Hinder, on 3rd July.

In presenting his Annual Report, the President commented on the successful year enjoyed by the Club. He de-

tailed the progress made on the layout and thanked the Committee for their support in the past year.

In accordance with the rules offices were vacated and under Chairmanship of Norm Cooper, the election of new office bearers began.

Officers elected for the year are:-

PRESIDENT:	Charles Bennet
VICE-PRESIDENTS:	Norm. Bowkett Bruce Block
SECRETARY:	Ted O'Halloran
TREASURER:	Jack Richardso
PUBLICITY OFFICER:	Howard Armstro
LIBRARIAN:	Fred Holloway

At the conclusion of the Annual General Meeting, the regular monthly meeting was held, with the newly elected officers taking their place. When formalities were complete inspection was made of our host's layout. Dick is working to Australian prototype, and is a strong advocate of complete uniformity of gauge for the country. His layout is thus the home for N.S.W., Victorian, Queensland and Commonwealth Railways vehicles and he hopes soon to add some from the missing states.

BRANCH SECRETARIES

BRANCH SECRETARIES

Branch Secretaries are asked to have their Branch Reports sent to the Editor, 82 East Boundary Road, Bentleigh, Vic., 3165, or the Publisher, 55 Creek Road, Mitcham, Vic., by the first week of the first issue, i.e., November for November and December for December Journal.

Shop Spy

Y

bbyco Pty. Ltd., 561 George Street, Sydney (Phone 61-9655) now have 1 Atlas 'N' range, together with bahm motors, for N-gaugers. A ed range of Campbell plaster cast l portals, with both stone and rete patterns, was inspected and red to be very suitable for weath- l. Some new Kibri and Wiad items also noted. Kadee HO narrow e couplers are to hand, and at the of writing, N gauge couplers were ipitated: as you read this report e may have arrived. From time to there are a number of HO oddments educed prices, which could well be ance to pick up those few bits and es and save money at the same time.

Searle and Sons, 315 Pitt Street, ey (Phone 27-5737) have just reed a number of new Rokal items, in- ng a CO-CO Electric loco E03 (List 01045), modelled on German Federal ways prototype; Tee coaches to n are also available. Some new lin items are expected in October, w of these being a 2-6-0 tank 4), a V60 diesel and a symmetric le point (not unlike a Y point). ore brass locos are expected shortly and by the time these s appear, a full stock of Shinohara ave arrived, together with Gem t motors.

he Fantastic Hobby Shop, 34 Angel de, Sydney (Phone 28-2318) is now located at the former premises of h Shore Hobbies in Anderson Street, swood. Trackside items are well he fore, with Aurora, Atlas and mer HO and Atlas 'N' being noted. varossi 2-6-0 of French National ways was on display, together with 00 9 James 0-4-0 and a Jayne 0.

Berg's Hobbies, 111 Macquarie

Street, Parramatta (Phone 635-8618) now stock Northwestern S.A.R. proto- type HO scale kits, these being bogie refrigerator and gondola cars. Good stocks of most Central Valley lines eere noted together with a number of additional items of interest to scratch builders, including Northeastern timber and the following castings: 18 feet underframes for 4-wheel vehicles, N.S.W.G.R. passenger and freight bogies, tender bogie sides for 36,38, and 59 class engines, bogies sides for 45 and 48 class engines, ends for louvred vans (i.e., LLV, GLV, HLX, etc.), axle guards for 4-wheel wagons, ice hatches for refrigerator cars, pyle steam generators, brake cylinders, air compressors (N.S.W.G.R. single phase) and coach generators.

COLIN GILBERTSON.

MELBOURNE

The Melbourne Sports Depot, (121 Elizabeth Street), has the bargain of the month. These are Playcraft signal kits, which I have mentioned before. They are selling at 40 cents (marked down from \$1.05). These finely detailed kits are made of plastic except for the metal bases and wire rodding. They go together without cement - a beautiful fit - and can be made into all sorts of combinations. For example, one kit will make two single post, double arm signals or one three doll junction signal with up to four arms. Two kits will make a four doll gantry. Arms are upper quadrant and the details included cover levers, ladders, smoke deflectors, number plates, etc. They are moulded in white, but the arms have a raised mark at the edge of each colour to simplify painting.

In addition to the range of Hornby

locos listed in the last issue, M.S.D. now has a stock of 0-6-0 tanks (S.R.) at \$6.25. It looks as if the whole Hornby range will be available in the end, which would be a good thing. I am afraid that I still can't see past Hornby for value and quality.

The 2-8-0, 2-6-4 tank and Castle mentioned in the last issue sell for \$18.95 each.

The Model Dockyard (216 Swanston Street) advises that price lists are now available for the structural brass mentioned in the last issue - just send a stamped and addressed envelope.

Blinking bulbs in white and red are available at 35 cents each. These are not miniature, but about 3/4" and 1/4". They work on 12 volts and can also be used in series with other lamps to make them blink.

Heljan building kits should be in by the time you read this. No prices yet, but will be available for a S.A.E. They will be in HO and N scale. Moulding detail is beautiful and all parts are pre-coloured. More items of Atlas N freight vehicles are now in stock. Sekisui passenger cars should be in - Vistadome and baggage in S.P., G.N., P.R.R. and Santa Fe.

Baker and Doherty Pty. Ltd., 256, Reynards Street, West Coburg, Vic., 3058 (phone 36-8829). Scratch builders, they have the full range of North-eastern stripwood, Kemtron and Central Valley trucks, Kemtron and Jackson wheels and the full range of Kadec couplers, Peco Code 100 nickel silver rail - yard lengths.

For those not interested in scratch-building, they have the full range of Lima, Rivarossi, Triang equipment and Peco trackwork.

In the secondhand department, one only Fleischmann French Co-Co electric loco, \$12.50; Tenshodo 2-6-0 Baldwin tank loco (as new), \$19.00; some hard to get Tyco rolling stock still available. Nickel silver Shinohara track-

work L.H. and R.H. numbers 4, 6 and 8 turnouts, Y turnouts, three way turnouts and double crossover - various prices. While they last, brass Shinohara No. 8 L.H. and R.H. turnout 60c. each.

Stop Press. We have finally tracked down a supplier for the "C Sky" background paper, of which we have seen a few examples. This is horizontal wallpaper about 28" wide and 11 yards in the roll. Available at Oswald Sealey, 368 Little Bourke Street, Melbourne.

ALLAN D

WANTED

Wish to purchase two Triang Sub Coaches, one Composite and one Coach. Must be in good condition. All enquiries to G. R. Newman, 19 Station Road, Bunbury, W.A. 6230.

FOR SALE

Original cost about \$500., now for less than half. Rolling stock and line side structures, hand made British prototype, 4 mm scale A.M. Standards. Rolling stock ready to use. 20 lots \$5. - Send S.A.E. to A. Harrold, Gympie race, Noosaville, Qld., 4566.

FOR SALE

A.M.R.A. Ties. All Wool, Maro Silver Grey. \$2.00 each pair. Contact Victorian Branch Committee - Rex Little, P. O. Box 46, Nunawading, Vic. 3131.